



## **RESOLUTION**

**URGING THE DEPARTMENT OF TRANSPORTATION SERVICES TO STUDY AND EVALUATE THE EXPANDED INSTALLATION AND IMPLEMENTATION OF BARNES DANCE INTERSECTIONS AT WARRANTED LOCATIONS ON OAHU.**

WHEREAS, in 2009, the Hawaii State Legislature passed Act 54, which required the State of Hawaii ("State") Department of Transportation and the county transportation departments to adopt Complete Streets policies that reasonably accommodate convenient and safe access and mobility for all users of public roadways, including pedestrians; and

WHEREAS, on May 9, 2012, the City Council ("Council") adopted the Complete Streets ordinance (Ordinance 12-15), codified as Chapter 14, Article 33, Revised Ordinances of Honolulu 1990, which:

- States as a matter of broad public policy that the City and County of Honolulu ("City") is committed to encouraging the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for roadway users, including pedestrians; and
- Ensures that street designs accommodate all users of the road, including pedestrians, regardless of their age or ability; and

WHEREAS, the objectives of the City's Complete Streets program include: 1) improving safety, 2) protecting and promoting accessibility and mobility for all users, 3) using national industry best practice guidelines to select complete streets design elements, 4) improving energy efficiency and mitigating vehicle emissions by providing non-motorized transportation options, and 5) encouraging opportunities for physical activity such as the pedestrian mode of transportation; and

WHEREAS, in spite of this State and City commitment to Complete Streets goals of increased safety, accessibility, and accommodation, vehicular crashes resulting in fatalities and serious injuries to pedestrians have nonetheless increased; and

WHEREAS, last year, there were 28 pedestrian deaths on Oahu, the highest total over the last 15 years. Statewide in 2018, 43 pedestrians were killed, an all-time high in Hawaii, and just one month into 2019, there were six Oahu pedestrian fatalities in January, which, if this rate is sustained, would project to a horrific 72 Oahu pedestrian fatalities by the end of the year—and would not even take into account those pedestrians who have been seriously injured; and



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WHEREAS, conflicts between motorists and pedestrians occurring in or near intersection-marked crosswalks can often be addressed through engineering and design actions, in conjunction with education and enforcement; and

WHEREAS, the City has installed and implemented Barnes Dance intersections in Waikiki, specifically at Kalakaua Avenue's intersections with Lewers Street, Royal Hawaiian Avenue, and Seaside Avenue; and

WHEREAS, a Barnes Dance intersection (officially known as an "exclusive pedestrian interval") is a traffic signal operation that allows all pedestrians to cross in any direction, including diagonally, during a dedicated signal phase while all vehicle traffic is stopped and also allows vehicles to cross the intersection in separate signal phases while all pedestrians are stopped from entering the intersection; and

WHEREAS, past studies have shown that Barnes Dance intersections are effective in improving pedestrian safety, including the following studies:

- A 2010 London, England research study showed that the installation of a Barnes Dance at certain London intersections can reduce pedestrian casualties by 38 percent;
- A 2003 Oakland, California study found a 50 percent reduction in pedestrian-vehicle conflicts at one Barnes Dance intersection in Oakland's Chinatown; and
- A 2012 New York City study found that pedestrian crashes decreased 51 percent at New York City locations that installed Barnes Dance intersections; and

WHEREAS, the current Manual on Uniform Traffic Control Devices authorizes Barnes Dance intersections and provides guidance for their installation; and

WHEREAS, the City Council finds that the persistent increase in pedestrian crashes, fatalities, and serious injuries is unacceptable and must be addressed with all the tools available to the City, including engineering and design solutions such as Barnes Dance intersections; and

WHEREAS, the Council further finds that although the installation and implementation of Barnes Dance intersections may marginally increase wait times for both motorists and pedestrians, the priority of safety over convenience provides a compelling impetus for the City to study expanding the implementation of this effective traffic signal operation; now, therefore,



## RESOLUTION

BE IT RESOLVED by the Council of the City and County of Honolulu that it urges the Department of Transportation Services to study and evaluate the expanded installation and implementation of Barnes Dance intersections at warranted locations on Oahu; and

BE IT FURTHER RESOLVED that the Department of Transportation Services is requested to develop a list of locations on Oahu at which Barnes Dance intersections are warranted, along with the estimated costs of installation and implementation; and

BE IT FURTHER RESOLVED that the Department of Transportation Services report to the Council on its study, evaluation, and list of potential Barnes Dance intersections within 120 days of the adoption of this resolution; and

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Mayor, the Managing Director, and the Director of Transportation Services.

INTRODUCED BY:

DATE OF INTRODUCTION:

**FEB 15 2019**

Honolulu, Hawaii

Councilmembers

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII  
C E R T I F I C A T E

RESOLUTION 19-33


Introduced: 02/15/19 By: BRANDON ELEFANTE  
MICHAEL FORMBY Committee: TRANSPORTATION

Title: RESOLUTION URGING THE DEPARTMENT OF TRANSPORTATION SERVICES TO STUDY AND EVALUATE THE EXPANDED INSTALLATION AND IMPLEMENTATION OF BARNES DANCE INTERSECTIONS AT WARRANTED LOCATIONS ON OAHU.

Voting Legend: \* = Aye w/Reservations

02/28/19	TRANSPORTATION	CR-63 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION.
03/08/19	COUNCIL	CR-63 AND RESOLUTION 19-33 WERE ADOPTED. 7 AYES: ELEFANTE, FORMBY, FUKUNAGA, KOBAYASHI, MANAHAN, PINE, TSUNEYOSHI. 2 ABSENT: ANDERSON, MENOR.

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.

  
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GLENN T. TAJAHASHI, CITY CLERK

  
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ANN H. KOBAYASHI, INTERIM CHAIR AND PRESIDING OFFICER